

TCRP Program – Application Amendment Project # 9.4 – December 2005

Regional Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties.....			
(\$ X 1,000)			
Estimated Project Cost:	\$58,810	TCRP Funds covered by the application:	\$23,725
TCRP Funds – Subproject #9.4:	\$23,725	Phases(s) covered in application:	4
TCRP Funds for Project #9:	\$25,000		
Lead Agency:	Capitol Corridor Joint Powers Authority	Implementing Agency:	Capitol Corridor Joint Powers Authority

TCRP allocations approved (as of Sept. 29, 2005):	\$23,725	for Phase(s):	4
Advance approved:	\$0	for Phase(s):	N/A

Project Summary: The overall Capitol Corridor Project is designed to improve the intercity rail line between Oakland and San Jose, and the stations at Emeryville and Jack London Square in Oakland. The improvements will result in greater operational reliability, increased passenger rail capacity and reduced trip times along the corridor. Ultimately, these improvements are expected to increase ridership on the Amtrak Capitol Corridor. The overall project consists of four Sub-Projects:

- Sub-Project #9.1 - Oakland to San Jose improvements – Harder Road Undercrossing (Total cost: \$8,898,000, including \$600,000 of TCRP funds),
- Sub-Project #9.2 - Emeryville Station track and platform improvement (Total cost: \$8,175,000, including \$675,000 of TCRP funds),
- Sub-Project #9.3 - Jack London Square Station track and platform improvements (Total estimated cost: \$10.0 million, including \$0 of TCRP funds),
- Sub-Project #9.4 - Oakland to San Jose intercity track improvements (Total cost: \$58,810,000, including \$23,725,000 of TCRP funds).

The total cost for all four Sub-Projects is \$85,883,000, with \$25,000,000 of TCRP funding.

TCRP #9.4 OAKLAND TO SAN JOSE IMPROVEMENTS

The proposed track/signal improvements under Sub-Project #9.4 will provide added capacity and improved operational benefits for freight and passenger trains between Oakland and San Jose. The improvements involve additional track, track sidings, and necessary crossovers to ensure the capacity to expand Capital Corridor service south of Oakland from the existing six daily roundtrips to nine daily roundtrips by 2006.

Prior TCRP Action:

- Phase 4 – Construction, was approved on April 3, 2002, under Resolution TA-02-04.
- A minor amendment to extend Phase 2 to August 2002, was approved April 2002.
- An amendment to program an additional \$2,925,000 of TCRP funds to Phase 4, and update the project scope, schedule and funding plan was approved September 2005, under Resolution TAA-05-21.
- An allocation of \$2,925,000 was approved September 2005 under TFP-05-12.
- Application and allocation amendments to transfer unspent, allocated funds from project 9.2 were approved on December 15, 2005 (TAA-05-39 and TFP-05-19).



Status of Conditions: No conditions.

Discussion/Issues: No issues. Project is categorically exempt under CEQA. Regional Transportation Plan documentation is on file.

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental Review and Permits.	12/00	4/02	\$500
2	Plans, Specifications & Estimates	12/00	4/02	\$2,040
3	Right of Way Acquisition - N/A			
4	Construction	4/02	9/06	\$56,270
Total:				\$58,810

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed				\$23,725	\$23,725
		Proposed					
STIP - IIP 1998 & 2000	State	Committed	\$500	\$2,040		\$21,560	\$24,100
		Proposed					
PTA	State	Committed				\$4,700	\$4,700
		Proposed					
CCJPA Rev. Credits	State	Committed				\$500	\$500
		Proposed					
STIP - RIP 2006	Local	Committed					
		Proposed				\$4,225	\$4,225
Prop 116	State	Committed				\$500	\$500
		Proposed					
STIP - IIP 2006	State	Committed					
		Proposed				\$1,060	\$1,060
	Totals:	Committed	\$500	\$2,040		\$50,985	\$53,525
		Proposed				\$5,285	\$5,285
		Totals:	\$500	\$2,040		\$56,270	\$58,810